

Phone: (814) 765-0400
October 17, 2008

LAFAYETTE TOWNSHIP KIMBERLY COLE SECRETARY 7534 RT 59 LEWIS RUN PA
16738

Dear Municipal Partners:

Recently the focus in transportation has been on bridges, their condition and repairs. The recent tragedy in Minnesota and other high profile bridge problems in Pennsylvania have made us look closely at our State and locally owned bridges. The problem of years of neglect are being realized at this time manifested in increased repair and replacement costs throughout the Commonwealth. As part of this effort, a renewed focus on the bridge inspection program is taking place. Bridges being inspected and re-evaluated for structural capacity has caused many structures to be restricted in weight.

Ultimately, the safety of the traveling public is all of our responsibility. While PennDOT is responsible for its bridges, many of the municipal bridges are also in dire need of repairs, rehabilitation and replacement. Since PennDOT oversees the National Bridge Inspection Program (NBIS) throughout Pennsylvania, it also has responsibility to ensure that the recommendations in these inspection reports are carried out. In many instances, minor repairs that have been recommended on reports repeatedly, for many years, are now showing up as major repairs or the cause of a bridge closure.

In support of the safety of those who use local bridges, PennDOT is undertaking an effort to notify you of major bridge issues and concerns that appear on your inspection reports. When a local bridge is inspected and deficiencies are noted, these items will be given a maintenance priority action rating from 0-5 with "0" being the highest critical priority. We should be focusing on correcting "0" and "1" priorities. These are defined as follows:

Priority 0, Critical Deficiency:

- o Involves a structural component.
- o Poses an immediate threat to public safety.
- o Physical work required within seven days.

Priority 1, High Priority:

- o Involves a structural component.
- o May lead to an immediate threat, if left unattended.
- o Must be repaired or mitigated within six months.

When a consultant inspection firm or PennDOT representative contacts your municipality about a local bridge with this type of rating, they will discuss your action plan with you for the bridge, including the steps to be taken to make the necessary repairs or even restrict or **close the bridge, if necessary**. In the case of bridges needing to be closed, if the municipality does not respond to the request, PennDOT may choose to close the bridge in order to ensure public safety. The municipality would be billed for the signing and associated costs to close the bridge. Both PennDOT and our municipal partners share the same responsibility for public safety while traveling across bridges. We will work closely with you to inform you of problems as they arise and assist you in developing action plans to allow the bridge to continue to serve your community.

If you have any questions regarding this information, please contact Randy Albert, P.E., at (814) 765-0408. Thank you for your consideration and cooperation in addressing this matter.

Sincerely,

Kevin R. Kline, P.E.
District Executive
Engineering District 2-0

020/RJK/kwb

10148-5-rjk

cc: K. R. Kline, P.E.
K. L. Michael, P.E.
B. R. LaParne, P.E.
R. J. Keim, P.E.
J. V. Surkovich, P.E.
D. R. Mader, P.E.
C. J. Sokol, P.E.
G. R. Albert, P.E.
D. C. Josephson, P.E.
K. V. Renaud, P.E.
C. M. Stotish
E. Brown, P.E.
M. A. Baglio, P.E.
D. M. Prestash
G. E. Prestash, P.E.
N. W. Fannin, P.E.
M. L. Mays, E.I.T.
M. Hnat
V. E. Rusnak
H. R. Brendlinger, P.E.
T. E. Hazel, P.E.
M. D. Greene
R. T. Kauffman
M. R. Fannin
R. C. Maney, 2-1
K. K. Reese, P.E., 2-2
R. B. Smeltz, 2-3
S. D. Majot, 2-4/2-6
G. L. Sayers, 2-5/2-8
R. S. Schell, 2-7/2-9

*Kinney vs. Yerusalim, 813F. Supp. 547 F.D. PA 1993

Same letter sent to all municipalities.